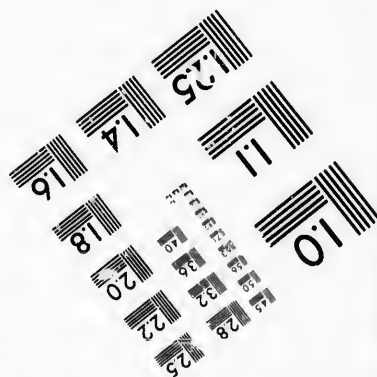
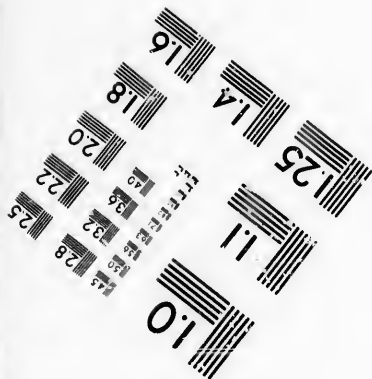
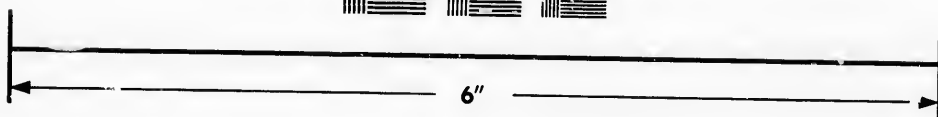
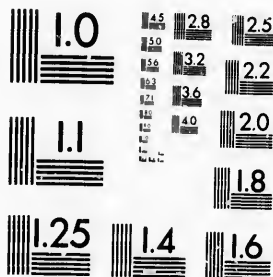


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques



© 1986

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input checked="" type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible. |
| <input type="checkbox"/> Additional comments:/
Commentaires supplémentaires: | |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

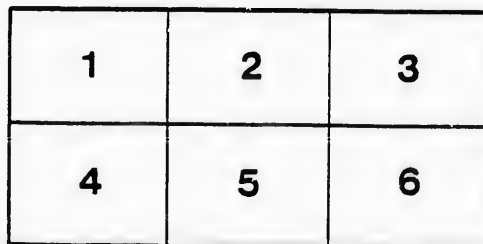
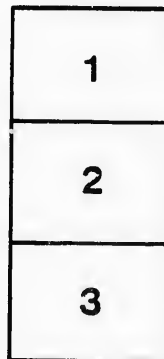
New Brunswick Museum
Saint John

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

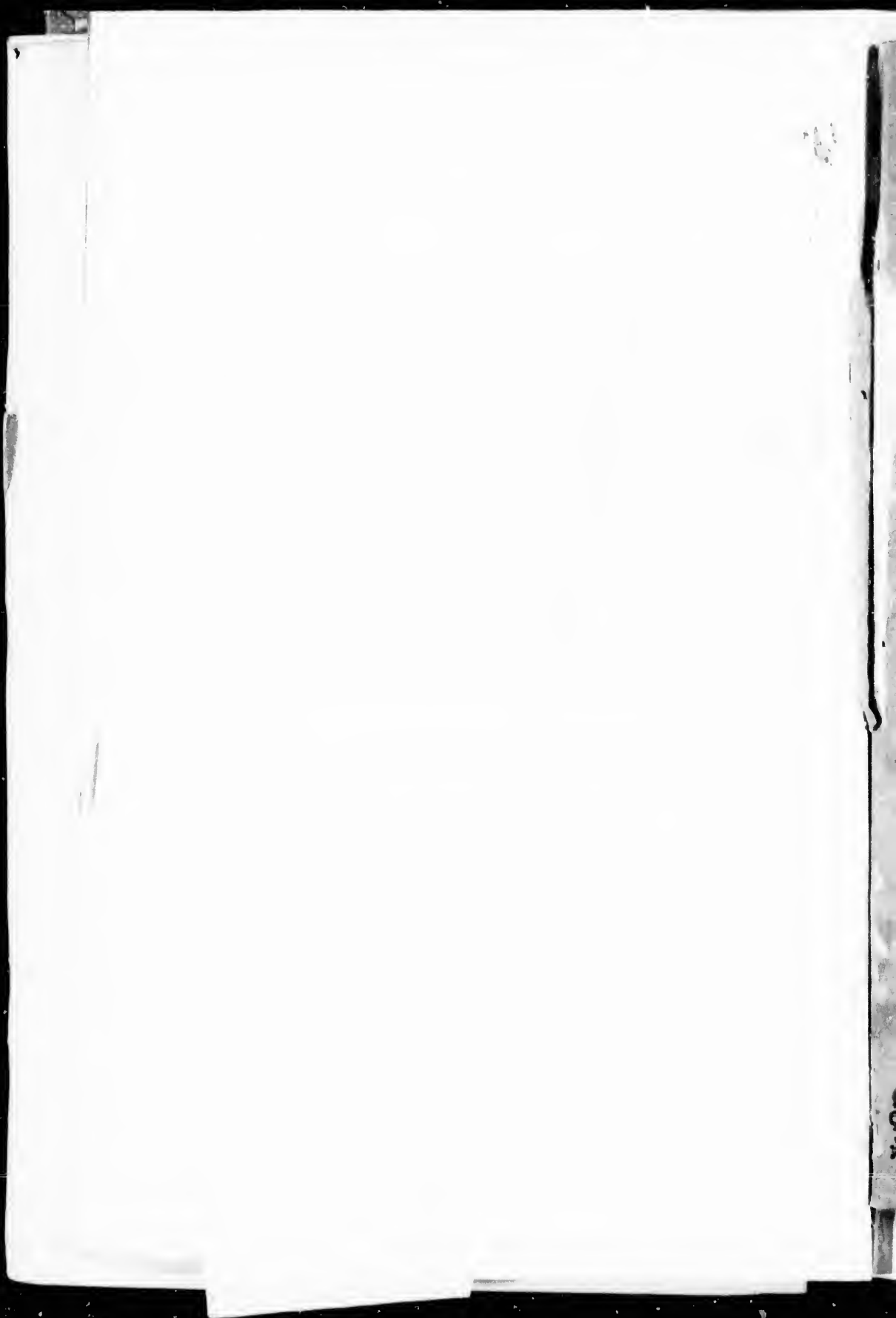
New Brunswick Museum
Saint John

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



B709

17

354

A REPORT

ON

NEW-BRUNSWICK RAILWAYS,

TO THE

CHAMBER OF COMMERCE,

SAINT JOHN, NEW-BRUNSWICK,

BY

JOHN BOYD, ESQ.

PRINTED BY
CHUBB & CO., PRINCE WILLIAM STREET, ST. JOHN, N. B.,
1858.



A REPORT

ON

NEW-BRUNSWICK RAILWAYS,

TO THE

CHAMBER OF COMMERCE.

ST. JOHN, NEW-BRUNSWICK,

BY

JOHN BOYD, ESQ.,

PRINTED BY
CHUBB & CO., PRINCE WILLIAM STREET,
ST. JOHN, N. B.

1858

th
R

no

the
thi
and
stat
be c
Jar

R
dovi
Rail

EXTRACT FROM MINUTES
OF THE
**General Monthly Meeting of the Council of the Chamber
of Commerce, St. John, N. B.**

DATED 6TH JULY, 1858.

Mr. John Boyd, at the request of the Board, read a paper in relation to the present Railways in this Province, more especially in connection with Railway extensions affecting the trade of St. John.

Resolved unanimously—That the thanks of this Board are due and are now tendered to Mr. Boyd for the very able document just read.

Resolved—That a Committee be appointed to procure as many copies of the above document as they may deem necessary for distribution throughout this Province, as well as in other places, under the direction of this Board, and that the Committee be authorised to append to the document such statistical information as they may deem useful, and that the Committee be composed of the following gentlemen, J. Boyd, J. G. G. Layton, Robert Jardine, F. Ferguson, and S. D. Berton, Esquires, for the above purpose.

Resolved—That in the opinion of this Board no time should be lost in devising means, through the Government or otherwise, for the extension of Railroads so as to connect with those of the United States and Canada.

CHARLES V. FORSTER, *Secretary Chamber of Commerce.*



REPORT.

IN the construction of great Public Works in so thinly populated a country as New Brunswick, the various channels in which Trade is likely to run, the benefits to be conferred upon the entire population, and the best disposition of our means, should be carefully considered, with a view to the attainment of the greatest possible benefit, for the largest possible portion of our whole country.

In considering the location of Railroads, we should especially bear in mind, that they are highways which cost much, and are not to be moved with every passing change of time or circumstance; they control much, while they admit of little control from other sources; and, in deciding their location, local jealousies ought to be buried, and the various circumstances of our Provincial standing viewed as a whole. When in New Brunswick, we are *of* it, and if one member suffer, all suffer with it; if one prosper, all partake of the prosperity. To undertake a line of Railway with no higher motive than to cut off trade from one portion of our Province in order to enrich another portion, would be ungenerous and impolitic; but to enlarge our own trade, and, in a spirit of honourable competition, to endeavour to retain in our own Province, that which our neighbours have cast their eyes on, should be our chief object.

We come to the consideration of this matter with the kindest feelings toward every portion of our Province, we regard it as the great question which directly affects all; and bearing this in mind, we will endeavour to treat it in such a way as will tend to the prosperity of all. We have especially no hostile feeling towards the people of St. Andrews: just the opposite; for if no higher consideration influenced us we know that if upon the Province there is to be laid any burden of taxation, each part must bear its share, and the assistance which other places render makes the burden upon us by so much the less. Has not the immense emigration from Charlotte County to Minnesota and Oregon affected St. John in a degree second only to Charlotte, and through these the entire Province? We know by the truest tests that it has; and if, by these great Public Works, we can prevent this continual drain Westward of our best settlers, (for it is generally the most enterprising and energetic who emigrate), surely the whole Pro-

vince will be benefitted, in every such good man and woman who shall be retained in it. Those emigrants were not penniless when they left us: they took with them Thousands of Pounds in gold, and who can estimate the wealth which their strong arms carried in them? They left us not because they had found, or will find in those places of the Fur West, a better country for the poor working man; but they heard of the progress in those countries of modes of communication—of the canals and railways—of the villages and towns, the growth of a few months, rising up out of the forests; and they became convinced that here we are behind in our means of conveyance, and that our backwardness in this respect had prevented the settlement of the country, and the fuller development of its capabilities; for our roads are not such as we need to open up this fine country, or such as will place the products of our people in the best markets at a reasonable outlay.

Railways are a necessity now, as much as common highways were thirty years ago, and hold the same place now as these did then. A few centuries since a pack-horse path was all that even European countries aimed at—afterwards common roads, and now Railroads; and people will not leave a country with these, to go into a country which has not privileges equal with their own; if they change, they want advantages, which will make it a change for the better.

The source of a country's wealth lies in her Earthen banks. The production of the soil, is the basis of all capital; but Society has many wants, and the supply of these wants, has created various pursuits. The country that is devoted to agriculture alone, or lumbering, or manufactures, will, like a man who has devoted all his energies to one point, be utterly useless when taken from that; but the country which has its proportion of all these, and which can, from its cities into its interior, and thence back to its cities, exchange commodities, modes of thought and people—is the country which will possess a population fitted to devise, and carry out successfully, any plans that may be presented for its prosperity.

But while a country, to rise to eminence, requires all these pursuits to be carried on in it, there is also required a careful division of labour among its people. The lumberman should attend to his business, while the mechanic is preparing tools for him, the farmer is growing food for him, the manufacturer weaving cloth for him, and the merchant negotiating his sales; but in New Brunswick how frequently do we find these five separate occupations centred in one individual? The old maxim, "Jack of all trades and master of none," applies in such cases with full force. The proper division of labour being ne-

glected, all rushing to one point, the consequence is, universal confusion and loss to all engaged.

One of the chief requirements of our country is, men, who, following agriculture as their sole occupation, prefer it to all others—men who will not be led away by the enticements of lumber speculations from the slower, but, in the end, more substantial rewards of the Farm.

In France, during the reign of the first Napoleon, and in a lesser degree since, the army absorbed the strong young men, leaving agriculture in the hands of women and decrepit old men. Here, the lumber trade has brought upon us a like curse, and its effect upon the agriculture of our country, has been almost identical. Habits of gambling and wastefulness have, in many instances, taken the place of thrift and economy; and the land, uncared for, has become like its proprietors, out at elbows, and out of pocket. Men unable by the produce of their farms to raise sufficient supplies for lumbering operations, frequently mortgaged these farms to procure supplies; these were given at high prices to cover the risk run by the sellers, and if the receiver failed in his operations, as he too frequently did, farm and all was taken from him. The habits also, which this gambling credit system engender, as shown in the many dishonourable failures which the statistics of these places present, do not augur well for our future prosperity. Go where we may through our country, we shall find that the farmer who has attended to his business has become independent, and even wealthy; but where one has united farming with lumbering, the latter, like Pharaoh's lean cattle, has ate up the fat and well-favoured, and thus having lost all, with energies wasted, and property gone, his spirits have followed his property, and the country, instead of the true cause,—his own inconstancy and folly—is charged with his ruin. In all his subsequent changes he finds, as he found here that "the rolling stone gathers no moss."

Experience proves that in those countries where food is abundant and cheap, there population by Emigration rapidly increases, and the reverse where food is scarce and dear. We find that from the scarcity and dearness of food, among other causes, our population has not materially increased during the past few years. Now what we require is, an agricultural population. Every practical working farmer who comes among us is so much solid wealth in production and consumption. A food-producing community creates a manufacturing community, the flour and the cloth mill soon rise up in those localities; and in all that creates wealth such a community soon occupies the first rank. Here in this Province, containing an area of 32,000 square

miles, comprising nearly twenty millions of acres, we have a population of 210,000, or an average of six and a-half to the square mile, while our country is capable of supporting a population of five and a-half millions, being an advance on our present state of two thousand five hundred per cent., or of about one hundred and seventy to the square mile.

To induce a superior class of emigrants to settle here, we must open up the country to them. Nature has done much for us, by giving us an unsurpassed water communication; man must do his part on the land, and thus bring together the various points of production and consumption, of import and export.

At the present day no really successful settlement of our country can be effected without Railroads. Canada and the United States know this; hence we find them pushing these works far away amid the haunts of the red man, and through the trackless prairies of the far West. The emigrant is tempted to the land where communication is easy and cheap, and until we can offer similar advantages, we cannot hope for the tide of emigration to set in on our shores. Put Railroads through our country, however, and we place it within the pale of civilization; then we shall have the ever-burdened labourers of Europe—the hand-to-mouth small farmers of the Old World coming here, where, free from political and social obstacles, against which we have not to contend, they can become independent, and for a small consideration, which their own labour can easily procure, be “monarchs of all they survey.” Wherever Railroads have been laid, there have followed in their train, population and wealth, especially where they have passed through an agricultural and mineral district.

Looking at our wants, that of agricultural produce and farm-labour, we should direct our attention to those sections of the country where labour can be most profitably employed; and we, at once, turn to the fertile lands which lie along the valley of the St. John, and to those places through which, and Northward of which, our existing line of Railway runs as the great fields of successful operations.

We have a country, the advantages of which are known to few, even of ourselves. On the Continent of Europe this side of the far-famed valley of the Mississippi, there is no part of the country offering equal advantages with this for farming, and especially for raising cattle. Throughout this North American Continent there are two ranges of mountains, the Rocky Mountains, to the West, and the Alleghany range, to the East, the latter extend on through Pennsylvania and the Northern States, where they take the name of the White Mountains, continuing on and striking New Brunswick, until they reach Gaspé, where they make a bold descent and fall into

the St. Lawrence, taking up their course on the other side. These mountains border upon us. They do not, as in all the Atlantic States south of us, run through the country and form an arid ridge, or back bone, incapable of cultivation, but sweeping round us, they render the Counties of Charlotte, Queen's, York, Carleton, Victoria, Restigouche, Gloucester, Northumberland, Kent, Westmorland, and King's one vast and well-sheltered valley, the original bed of which has not been disturbed by the violent upheavings which made these mountain ranges; and throughout these Counties, with some few exceptions, the soil is what it has been for thousands of years, rich and fertile beyond any Northern State of the Union, or the Sister Province; while it offers in health an advantage greater than the valley of the Mississippi—an advantage which we owe to the free bracing air which ever sweeps over our beautiful valley of New Brunswick.

This fertility of soil, however, does not apply to land near the sea coast, for there, as is the case in Nova Scotia, Maine, and Massachusetts, there is a solid rocky chain running round the entire coast, extending inwards on an average thirty miles, where agriculture is not so remunerative as in the interior. But inside of this rocky belt, which is like a natural defence, we are rich in agricultural and mineral wealth, which, if properly worked, will give remuneration to capital and labour, second to no other portion of country east of the Mississippi.

Our Province has sometimes been likened to Scotland and the Northern division of Ireland, but the natural capabilities of neither of these will bear comparison with those of New Brunswick; their superiority has been wrought by their people; their indomitable energy, directed by science, and supported by capital, has turned the turf bogs of the one, and the "brown heath and the shaggy wood" of the other, into a fruitful soil, rendering them the cattle suppliers of the large cities, from their Northern borders even down to the metropolis of Britain. What is our position in this respect? We have a Province peculiarly adapted to the raising of cattle; as a grazing country it is unsurpassed; our climate is just moist enough for grass, turnips, carrots, beans, oats, and like crops required for cattle; so true is this, that in July and August, while the pastures of Canada and the New England States which border on the Atlantic, are parched and withered, ours are green and fertile, yielding abundant sustenance. Professor Johnston, in his Report prepared for the Legislature and Government of New Brunswick, gives some interesting comparative statistics of our capabilities, making the

	Production per acre of Upper Canada,	Ohio,	New Brunswick.
Wheat,	12½ bush.	15½ bush.	17½ bush.
Barley,	17½ "	24 "	27 "
Oats,	24½ "	33½ "	33 "
Rye,	11½ "	16½ "	18 "
Indian Corn,	21½ "	21½ "	36½ "
Buckwheat,	16½ "	20½ "	28 "
Potatoes,	84 "	62½ "	30½ "
Hay,	—	1½ tons	1½ tons,

Taking then the produce of these three sections of this Continent, and comparing them with the prices obtained in their respective markets, the advantages to the agriculturist of New Brunswick appear in the following average money value of an acre of each crop:—

	Ohio,	Canada West,	New Brunswick.
Wheat, . . .	£2 19 3,	£2 4 7,	£6 13 0,
Barley, . . .	2 4 0,	1 19 4½,	5 13 7½,
Oats, . . .	1 13 9,	1 11 0,	6 3 6,
Rye, . . .	1 12 4,	1 5 10¼,	4 7 0,
Buckwheat, . .	1 16 3,	3 5 0,	5 5 0,
Indian Corn, .	2 15 0,	2 14 4½,	8 10 4,
Potatoes, . .	6 9 4½,	6 6 0,	19 11 0,

In this statement, two facts must be borne in mind; the *higher* price we obtain for our produce, and the larger productiveness of our soil, of course the former would be lessened by the increase of labour. It will be borne in mind, that these statistics of the Wheat culture of Ohio, are founded upon a like cultivation of Wheat there which is given to Oats here, and under superior agriculture the quantity of these in each country might be greatly increased.

Here are facts in figures which cannot be disputed; have we not advantages for raising stock, with its accompaniments of Beef, Pork, Butter, Cheese, Tallow, Hides, Wool, &c., &c.? And yet in the face of all this our own markets are not supplied by our own farmers. Nova Scotia supplies us with Beef, Butter, and Potatoes; Canada and the United States with Flour and Pork, while immense tracts of the richest lands, capable of yielding as before stated, are lying uncultivated within our own borders, at our very doors!

Last Summer a farmer received £250 for a field of standing Wheat, raised in Westmorland, where it had often been said Wheat would not grow. During the same year an intelligent farmer told us he had raised Wheat sufficient to yield him fifty barrels of Flour, and with men to labour, he could raise any quantity.

In the vicinity of our City of St. John, where fog and sunshine are both blamed instead of want of attention to the proper culture of Wheat, there is a farmer who, for the last fifteen years, has grown superior Wheat, and neither mildew or weevil has ever touched it. While Wheat culture in these cases near our City, has been thus successful, it has been much more so in the Counties farther North. In Restigouche an opinion prevailed for a long time that Wheat would not grow there successfully; this, however, was tested by practical farmers, and the results in all instances were most satisfactory. A. Barberie, Esq., and D. Stewart, Esq., state the result of their first experiment, that from one bushel, they cleaned and gathered thirty-seven and a-half bushels of grain weighing sixty-six and a-half lbs. per bushel, and this has since proved a common experience, when the crop was properly attended to. Of Gloucester, Francis Ferguson, Esq., of the firm of Messrs. Robert Rankin & Co., gives us nearly similar results from his own experience, and from the Reports of the Agricultural Society of

that County we gather, that the average weight of their Wheat is sixty-five lbs. to the bushel, Barley fifty-three and a-half lbs., White Oats forty-four and a-half lbs., and Black Oats forty-one and a-half lbs.; one farmer carefully measured a piece of ground devoted to the culture of Carrots, and the return was six hundred and five bushels to an acre. In the growth of Turnips, Potatoes, Oats, &c., the same astonishing results appear.

We might multiply names and statistics from Norton, through Sussex Vale, Westmorland, Sackville, Kent, and round to Gagetown, but for these we would refer to the able Report prepared by Professor Johnston, whose statistics, gathered from the most reliable sources, are such as to induce every one in our country to take a deeper interest in its advancement.—The fact is, our country is often blamed when we are ourselves at fault. Inattention to the various discoveries which Science has applied to Art, to render labour more easy, has been our chief drawback; we have neglected a proper system of drainage, the proper care and management of manures—with their modes of application; the saving of crops, and the true economy of labour, in the use of improved machinery; and often we have done wrong in scouting these, having no higher reason to give than the very foolish one, “our fathers did without them, and so can we.”

In the Harvey Settlement, which twenty years ago was a wilderness, we have farmers who raise each annually two hundred bushels of Grass Seed, for which they have received at their own doors Fifteen Shillings a bushel, thus for this article alone obtaining £150; and so well established are its merits, that leading American houses have their agents here to purchase it; yet the quantity raised in the United States is immense; and more than once, have the Americans supplied our City with Harvey Grass Seed, which we, in our simplicity, have bought as a Yankee Notion grown on Uncle Sam's Farm. Here then is a settlement through which, twenty years ago, there was no road. Emigrants disappointed by those who brought them here, were taken up by the Province, the expense to the country of the twenty-one families who founded that Settlement, was £2,000. Who can estimate the wealth which that slight expenditure has rolled in upon us; land which was then and there procurable at 2s. 6d. an acre is now worth 32s. 6d., and has lately been sold for that: *Common roads* with good farmers did this—what will not *Railroads* and good farmers do with the same ground to work upon?

Last Summer we had an example of what the country and its farmers lose by not having Railways. A man had raised on his farm sixty head of cattle, from imported stock of the purest kinds, such as American cattle-dealers are annually purchasing in Britain at exorbitant prices; he invited purchasers from all parts by advertisement; but the difficulty of transportation from his place in our Province seemed greater to the Americans than the distance from Britain; they did not attend his sale; and instead of realising from his stock sale what, under a Railway system, would have been at least, £1500, he did not obtain £200.

To shew that these great Public Works cause population to flow into a country, we have before us Canada and the United States as noted examples: their Canals and Railways did more than aught else to draw public attention thitherward, and the vast expenditure has been amply repaid in men and productions: the opening of the Erie Canal in the State of New York, gave a start to that State, which was felt at once, even to the extreme Eastern States. Twenty years ago Canada expended four millions in cutting Canals through her country—that country through which runs the magnificent St. Lawrence. Her people said they were ruined—they cried out against the policy which would entail such a burden upon them; the British Government heard their cry, and in pity guaranteed the debt, and what was the result? These Canals that were to cause ruin, made their country. Wheat worth only 1s. 6d. in the backwoods, was selling at 5s. on the sea-board, the cost of transportation making the difference in price, which was thus lost to the farmer, who, when Canals enabled him to place it in the market, obtained 4s. 6d., the lessened cost of transportation being to his benefit. And yet some of these farmers were loudest at first in condemnation of these Canals, like their brethren in England, who, with dogs and guns, hunted George Stephenson and his men off their land, when he attempted to make surveys for a work which was to raise their country, and especially themselves, to the highest point of prosperity.

Wherever we find Railways penetrating, there we find population increasing enormously over those places where they are not. Has our population increased during the past few years outside of our City? has not our country population rather decreased? How different in the United States. Take the City of Chicago for instance, five years ago there were only forty miles of Railway connected with it; there are now in various directions 2800 miles of Railway; and in those five years there have been 60,000 souls added to its population—these being fed and supported, and a noble City built by the emigrants who have gone into the surrounding country.

And that this rapid increase is not confined to one City, the following statement shews:—

	1840.	1850.	1855.
Buffalo, . . .	18,280	42,200	75,000
Cleveland, . . .	6,670	17,735	55,000
Sandusky, . . .	1,434	6,008	10,000
Toledo, . . .	1,222	1,819	15,000
Detroit, . . .	9,400	21,890	40,000
Chicago, . . .	4,170	20,000	80,000
Milwaukee, . . .	1,710	21,400	40,000

This advance in the population of these Cities can be traced up to one source, and the Cities show the progress of the country around: they are (to use a commercial metaphor) like the Index to our Ledgers, pointing out where the solid figures of the account may be found.

We see the State of Illinois, which five years ago had a population of three-fourths of a million with ninety-five miles of Railway, it has now a population of nearly two millions, and a connection with 2400 miles of

Railway, towards which the State advanced four millions and land has advanced in price there from 5s. to 50s. an acre. The capitalists of Britain have furnished the means to construct these lines, and it is not saying too much, when we assert, that the capital invested in these places can be equally well obtained by us. In the life of George Stephenson we find the following example bearing on this point:—When the Railway was opened in 1825, the site of the future metropolis of Cleveland was occupied by one farmhouse; all around was pasture land or mud banks, scarcely another house in sight, but by means of the coal export trade, to be changed in its character by Railways. We find when the Line is extended to this place, Docks are excavated, Churches, Schools, Custom House, Mechanics' Institute, Banks, Shipyards, and Iron Factories spring up, and in a few years, the site of the solitary farmhouse and outbuildings is covered by one of the most important towns on the east coast of England! A writer in the last number of the *London Quarterly Review*, in an interesting article on the Progress of English Agriculture has the following:—After noticing the advantages of Agricultural Exhibitions, and the facilities which Railways have rendered to them in various ways, he says, "when in addition we consider the mountains of coal, iron, timber, artificial manures, lime and chalk conveyed in the one direction, and the quantity of live stock and corn in the other direction, we cannot help coming to the conclusion, that George Stephenson's locomotive has been the great cultivator of the farmer's mind, and the farmer's land, the great agent for the extraordinary advance which British agriculture has made within the last quarter of a century. Very significant were the figures which the Chairman of the Eastern Counties Railway gave at the Chelmsford dinner, when he told his farmer friends, that in the course of the preceding twelve months, the lines over which he presided, which were not long, had conveyed 24,000 tons of guano, and other portable manures, 700,000 quarters of grain, 550 sacks of flour, 71,000 beasts, 380,000 sheep, 13,000 tons of meat and poultry, and 43,000,000 quarts of milk! Who can estimate the value of the money rewards, held out to breeding, feeding, and corn growing, in the shape of these 4000 miles of Railway in England, and how little are men, who live in the midst of these changes, conscious of their magnitude until the results are collected and put upon paper."

Of the improvements in this respect in England, Charles Knight thus writes.—"The first track line in England was one passing through Croydon, a small single line, on which a miserable team of lean donkeys, some thirty years ago, might be seen crawling at the rate of four miles an hour, with several trucks of stone and lime behind them; it was commenced in 1801, finished in 1803, and the scientific men of that day tested its capabilities, and found that one horse could draw some thirty-five tons, at six miles an hour, and then with prophetic wisdom declared, that Railways could never be worked profitably. Lean donkeys no longer crawl leisurely along the Croydon rails with trucks of stone through Croydon, once, perchance, during the day, but the whistle and the rish of the locomotive are now heard all day long. Not a few loads of lime, but all London and its contents, by comparison—men, women, children; horses, oxen, sheep, pigs, carriages, merchandize, and food,—seem to be now-a-days passing through Croydon, for, day after day, more than one hundred journeys are made by the great Railroads which pass the place."

One of the chief difficulties which the advocates of Railways here, as well as elsewhere, have had to contend against, is the opposition of the powerful class, which is chiefly benefited by them, the large land owners and wealthy proprietors. With few exceptions, we find them the great barriers to our progress in this direction. With us some seem to look upon Railways, as a portion of them formerly regarded emigrants—mere interlopers who have no right here, and who are going to destroy the pleasant lands which they and their fathers inherited. To us this seems the more unaccountable in consequence of the facts which other countries present of the increased value which Railways and Population have put upon property, and which the experience of these people teaches; some have already had a full share of this increased value of property, and must anticipate a large prospective benefit. And, therefore, it is that we think, if they will not aid us in carrying on these Works, they should, at least, not endeavour to prevent them.

In the introduction of Railways into England, the same classes who oppose them here gave them their violent opposition there. Foremost among them was the late Earl of Derby, father of the present Prime Minister, along with his son, the present Earl, with Lord Sefton, the Earl of Bridgewater and others; while it has been stated that of the £286,000,000 expended there, one-fourth has gone directly into the pockets of this class for land and conveyancing; this cost of the land taken, added to the increased value of the land left, shews that the gain to this opposing class has been enormous there. But the practical benefits of these improvements soon became so palpable, that these men, in a short time, were loudest in their praise, and we find the Marquis of Bristol, a few years afterwards, stating at a public meeting, that “if necessary they might make a tunnel beneath his very drawing-room, rather than be defeated in their undertaking.”

It was said before by George Stephenson, that Railways were to be the Highways of Nations, and his Quaker friend, Mr. Pease, had said what has since been fully borne out by experience:—“Let the country but make the Railroads, and the Railroads will make the country.” Canada understands this, and well she has acted upon the knowledge. During the past few years Canada has expended over £50,000 on a common road from River de Loup round Lake Temiscouta towards our boundary line, and at its terminus, in the very heart of our wilderness, flour and provisions have been sold as cheap as within fifty miles of the City of St. John; but Canada is encouraged to make this large expenditure on her roads, because her emigration system is complete, and her resources are being made the most of, so that her character in the Old World is established, and when emigrants seek a new home, they naturally turn to the lands of which they know most.

We have no emigration system, but we have reason to believe this will not be long so; our character, and were it not for our unsurpassed Clipper ships, our existence, would hardly be known beyond Downing street; and

our resources are chiefly buried in the earth. Canada absorbs all attention owing to her own boldness in putting forth her claims, and, in a great measure too, owing to the notice which the British Government was forced to take of her, when they assumed the responsibilities of her Canal debt. But are these claims, when fairly looked at, superior to ours? Last week we met a mechanic who left New Brunswick for Canada two years ago; he has lived in its most progressive city, and also in the very heart of its grain-growing country, but his experience is, that for a working man, New Brunswick is the best, and that if we had one quarter their advantages in capital and Railroads it would be superior. Now that we have these in prospect, he has returned, and many who, like him, had left us, are, like him, preparing to return.

The Rev. Dr. McLeod, of New York, told us a year since, that he was surprised at the state of our Province. "Why," said he, "you are regarded by us in the Middle States, as a people of little progress in a barren land, but I shall tell them when I go back, that they know nothing about you, for I have noticed more intelligence, more prosperity, and real wealth in money and lands among the country people of your Province, than I have seen among the same classes in Pennsylvania," the Garden of the United States! With such a country surely we may press our claims for settlers. For such an emigration as Canada has had we must look for men who have means to invest, heads to think, and hands to effect; and to a thorough system of emigration, carried out on a broad intelligent liberal plan, must we look for similar advantages to those which Canada has derived from her endeavours in this direction.

Our people are too much afraid of incurring public debt, whatever may be said of private debt; and the present small amount of our Provincial debt makes us contemptible in the eyes of those who seek investments. We find Canada, profiting by her Canal experience, taking the opposite course. They have now a public debt of twenty millions, while our debt when the present Railroad to Shediac is completed will not be one million: the population of Canada is two millions, while ours is about one-tenth of this, so that in every way our debt is proportionably less than that of Canada. Their bonds are selling in London at 113½, ours at 108½. Had our indebtedness been larger, we should have been more enquired after, a rule that applies to communities as well as to individuals. And Canadian Bonds sell higher because they have been for many years before the monied interest of Britain, heralded by pretensions which we must acknowledge have been fully justified in their operation: ours are at a lower rate, because we are comparatively unknown there. We were not before the monied public in any shape until 1855: the first sale of New Brunswick Stock, when we were almost unknown, was at par, and we have been gradually advancing, even in the face of the great panic, as our resources were enquired into; and when we are better known in the British market, our Bonds will rate as high, if not higher, than any security which British North America can offer.

But it may be urged that we are not able to bear debt, and this is quite true, if we remain as we are; but the capital we receive will give us advantages so much greater than we now have that a present debt of half a million would be harder to bear than will be a future debt of two millions, in the improved condition of our country, brought about by the increased facilities for trade and production which these great Public Works will effect.

But it is said by some, let us see how the present line will pay before we continue it in another direction. There cannot be greater folly than to argue on such a basis, for the present line, isolated, commencing and ending where there is no other Railway connection, cannot under such circumstances be expected to pay. So that it would be unfair to condemn a line, as unworthy of continuation, when the real necessities which make up its paying qualities are denied it. This Eastern Road must be connected with a Western, and thus making us a partner in a business which is done by 12,000 miles of Railway westward and prospective hundreds northward, the paying qualities of the whole line can be fully tested, but not before. The money now invested in Railways here cannot be recalled. To make this yield a full remuneration, we must expend another million, and the advantages of this course must appear to the least thoughtful.

From our previous remarks it will be seen that we have had in view two ideas: one, a connection with the larger commercial communities of his continent; the other, a better mode of communication through the vast country which lies within our borders—both of primary importance. The latter, we think, most so.

Our present line of Railway, when finished in 1860, will have cost £800,000; of this £600,000 are for construction, and £200,000 for rolling stock and stations. Now if that line pay only three per cent. over working expenses, which, we think, it will do, we can then spend £400,000 on Railways elsewhere, this three per cent. on £800,000 providing for that, which, with £100,000 which St. John itself should assume as a property tax, would provide for this extension of the line westward seventy miles to the American frontier, if it be decided to take the route surveyed through the Douglas Valley.

There have been two surveys made to the westward in this Province; the southern survey, which runs along the coast, would not we believe prove so advantageous as the northern, for in the latter, with the exception of a short distance at either end, we have a country, rich and fertile, through which a road can be easily made, and along which the tracts for settlement are of the most favorable character. By taking this course through the Nerepis and Douglas Valleys, joining the St. Andrews line north of the Oromocto Lakes, we not only secure a rich country, but the line is brought within twenty miles of the seat of Government, whence a branch could be made at an expense of £140,000, and which should be carried on at the same time, Fredericton, like St. John, assuming a due proportion of the cost of this line.

But some may object on the part of St. John, to assume any direct liability

ity in this undertaking; if we can obtain the line without, well; but a man's pocket is often the truest test of his sincerity, and as a proof of our being in earnest in this matter, the offer to pay is sufficient. Let us look at the interests involved: in the City of St. John, there is real estate valued at three millions; would not this property be increased in value at least 25 per cent? would it not be decreased at least one-third if we were to stop our Railways? Is such an extra taxation as would be £6,000 a year, or about four shillings a head, to be compared with the loss which would be incurred if we were to remain as we are? or is such an increase in taxation to be compared with the increase of our trade, and the rapid rise in property which this road would effect? Let us remain as we are, and we shall find Bangor at the west, Quebec at the north, and Calais at the south, reaping those advantages, which we shall have thoughtlessly permitted to slip through our fingers. Bangor is now pushing on to secure the trade of our northern country, Quebec is on her way to meet it, while St. Andrews with praiseworthy energy is pushing on a line which will soon yield her a rich reward for all the labour and pains she has expended.

Not only would the river counties even to the far north reap direct advantages from such a line, but the north-eastern counties, such as Restigouche, Gloucester, Northumberland, and Kent, are indirectly interested. Until Railways can be carried into these districts, when from present appearances even it be long, steam communication by water must be upheld. At present landing at Sables, thence by rail to St. John, the north-east with Prince Edward Island is connected in a direct course with St. John, Boston, and New York; and as all trade seeks the chief points of centre, they are at once brought into connection with the centre of trade in our Province, as well as on this Continent.

Such is one route, and the method we would propose for its course and construction. There is another, which we would greatly prefer to have adopted, and toward which, we believe, all our energies should be directed at once. We refer to the route which lies through the Valley of the St. John, running westwardly through the country, either going directly across, almost to Ed River, or in going up, taking Fredericton in its course. By the former course, going direct, we should require about ninety miles of railway, by the latter, taking Fredericton in its course, and intersecting the St. Andrews' line near Ed River, we would require one hundred miles. To our mind the advantages of this latter course outweigh the extra expenditure. Fredericton is now the centre of a rich agricultural country, second to none other in our Province; from it there branch out seven roads leading into flourishing settlements, and a railroad in that direction would offer vast facilities for the fuller settlement of that fine country.

The object of the Americans is, to open up their Country, and bring within the range of their Commerce, those vast tracts of rich lands which are known as the Aroostook and watered by the St. John; for this purpose they have changed their views on the advantage of the Shore route, and we now find them at Bangor, pushing on to Lincoln, and in a short time they will have

a connection with the St. Andrews line, where we should be prepared to meet them from our side. We may rest assured that the higher up on the present line we are connected with the North, the more surely will the trade centre here, and the more direct will be the advantages to the Province and to us. If we look at the Map of our Province, we find this upper country of immense extent; from all quarters we hear marvellous accounts of its fertility—of its rich prairie land—its magnificent marshes—its unsurpassed water privileges. Can such a country long remain unknown to the great masses seeking a new location? and will not those who, first, by good communication, secure the trade of such a country, retain it? These are serious questions for us to consider, and we can see but one dark answer, which present neglect on our part will more than justify.

During the present Summer, there is an emigration of 10,000 Germans going in one body into the Acrostock, and soon will these draw 20,000, and before we are aware of it, that fine country will be a busy hive of industry, yielding wealth in rich abundance; shall we not bid for a part of it?

Our River, running through the greater part of this immense territory of Maine and New Brunswick, having its outlet in our harbour, renders this the natural shipping port of this country. No railroad can deprive us of this great river advantage, but a road through American territory, with no branch on our side, may direct much trade from us. With river and railroad meeting here, these united, must secure to us nearly all the trade of that immense Country.

There are some who say we require no railway here, that the river is sufficient. But, for five months in the year, our river is closed; railroads are always open; the railway goes through the heart of the country, opening up and settling it, and all experience proves, that wherever railways and water have come into competition, the advantages of the former over the latter greatly prevail, while together they make increased work one for the other.

Bearing on this point we note the following in Stephenson's Life:—"The opening of the main line of railway in England, in 1825, soon proved the fallaciousness of the rash prophecies promulgated by the opponents. The proprietors of the canals were astonished by the fact, that notwithstanding the immense traffic by rail, their own continued to increase—the cattle owners were equally surprised to find the price of horse flesh increasing with the extension of railways, the number of coaches running in connection with the stations, giving employment to a greater number of horses than under the stage coach system, the agricultural communications, so far from being destroyed, as had been predicted, were immensely improved; the farmers were enabled to buy their coals, lime, manure and other supplies for less money, whilst they obtained a readier access to the best markets for their stock and produce."

"Owners of land, who had fought before Parliament against railways, and compelled them to pass wide of their domains at greatly increased expense in tunnels, &c., now petitioned for sidings, and nearer station accommodation. Those who held property near towns, and had extorted large sums as compensation for the anticipated deterioration in the value of their building land, found a new demand for it springing up at greatly

"advanced prices; land too was advertised for sale with the attraction of
"being 'near a railway station:'"

In these extracts we have travelled rather beyond our present purpose, a comparison of Road and River advantages. It is not necessary to bring forward figures to show the immense trade now done on our St. John river; it is open to observation; but as these give us a more definite idea of the extent and value of this trade, we may allude to the quantity of goods, produce, &c., which passed through Fredericton in the Summer of '53, as made up by Mr. W. A. McLean, who had charge of the chief portion of them. This, let it be noted, is only a portion of the trade, many articles are not noticed, and no mention is made of passenger traffic. There passed up from St. John what was equal to 80,000 barrels, $\frac{1}{2}$ being to Woodstock, Houlton, &c., $\frac{1}{4}$ to the Aroostook and Tobique, and $\frac{1}{4}$ to the Grand Falls, and during the same period there passed down of American manufactured Pine lumber alone

20 Million Shingles,	worth	£0 15 0	per M.
3 " Clapboards,	"	12 5 0	"
3 " Boards,	"	10 0 0	"
10,000 Bushels Oats,	"	0 2 6	per bushel.
5,000 " Potatoes,	"	0 4 0	"
60 Tons Buckwheat,	"	10 0 0	per ton.
30 " Oatmeal,	"	12 10 0	"

Making in these articles alone coming down,
the sum of

£51,975 0 0

Besides large quantities of Butter, Cheese, Cloth, &c., in addition to what was used there, a production which could have been increased by population and railroads thirty fold. From the small village of Bridgewater, 25 miles above Woodstock, on the American side, there was, last year, an export of five million of shingles, valued at \$15,000, besides large quantities of other lumber and farming produce; and during last Winter there were, on an average, thirty teams daily entering Bangor with produce from the Aroostook, taking back their returns in supplies.

The cost of a line to Fredericton, and joining the St. Andrews' line in the way stated, would not exceed much the cost of joining it by going through the Douglas Valley, connecting lower, as first named; it would not exceed £700,000, which would place upon us an entire debt of not more than £1,600,000, which would entail an interest at most (even if the works paid nothing over their working expenses) of £100,000, while at the present time the interest on the public debt of Canada is twelve times that sum, and the burden is lightly borne. But this is taking the darkest view of the matter, while it is far from the correct view; there is little doubt that these roads, connected from East to West, will at once pay at least four per cent. over working expenses, which would leave only £34,000 to be provided for, and in a short time they would pay full interest on the cost. The Boston and Maine Railroad, with no greater advantages at first than we have, paid from the first from 8 to 9 per cent. profit, never less than 7, and why should not this proposed line?

As to the objection to pay 6 per cent. for capital, where is the merchant who, in our country, would not gladly pay this, when he saw a profitable scheme for investment? The same rule applies to the state merchant; and this capital invested in Railroads here, will yield us a return far beyond the interest, even had we to pay it, which, however, I am satisfied, we shall not be called upon to do.

Again it is objected that in no country do Railroads pay as a bare investment: England is held up before us in this connection, there they pay only four per cent. on an average, but it should be remembered that Railroads there have cost at the rate of £35,000 a mile, caused by expensive stations, purchase of right of way, and cost of legislation; in Prussia they pay six and a-quarter per cent. at a cost of £14,000 a mile; in France six and one-eighth per cent. at a cost of £25,600 a mile; in the United States five and a-half per cent. at a cost of £9,000 a mile, a per centage which would have been much greater, had it not been for the mismanagement and fraud which has on many lines there reigned supreme. While the recorded cost of these American Railroads appears high, the average net cost, far inferior as they are to ours, may be fairly estimated at £7000 a mile, owing to the mode in which they have been paid for: contractors in most cases, taking stock at par, on which they frequently realized but two-thirds of the first cost, thus showing that in proportion to the *true* cost of these American Railroads they have earned, on an average, over seven per cent. on the expenditure, even with these gross frauds.

The same objections which have been urged against Railroads here, were urged against Ocean Steam Navigation in Canada: the cry was raised, "The country will be ruined," "There is not work enough to pay even the running expenses;" but in the face of all this, a Company was formed, with no extravagant Government appropriation, such as those to the Cunard and Collins' Companies, they at once became powerful opponents of these, their monthly line soon became fortnightly, and this will soon be weekly. They have thus thrown into the lap of Canada the benefits of her own trade, which Cunard and Collins formerly had; they have largely increased that trade, while they are peopling the country with the best class of settlers; they have placed Canada in the fore-front of commercial communities; they have repaid the original investment; and, greater than all, they have converted the very croakers who opposed them into their warmest advocates!

Their success is chiefly attributable to this fact: they relied upon their own exertions, instead of upon Government appropriations chiefly—they placed their fares at figures which induced the emigrant to pass over in them, and the merchant to freight them; they ran in connection with their Railroads—their agents, with ample information, were in every part of the United Kingdom, and thus, while in this enterprise they were themselves amply repaid, they were building up their country in a degree which, otherwise, could not have been imagined. Railways on land in all

new countries, are the precursors of Ocean Steamships. The past and present history of Canadian advancement is the future history of New Brunswick, for identical in our positions, we have ocean advantages which they have not, and which will in the future tell powerfully in our favour.

By this connection with Canada, New Brunswick would also become the workshop for a large portion of that country. We believe there is, or was a short time since, only one blast furnace in all that country; that iron and coal are not found there, and that the chief supplies of these are sent from the sea-board, from Pennsylvania and Ohio. These we have in our Province in rich abundance, and the cost of transport would be less than from those other places; the increased demand of such a country, would immediately open up these branches of our productive wealth. Not only would iron and coal be sent there, but we should from our facilities become the manufacturing centre, for that country, of articles which are made from coal and iron. The vast advantages which our mechanics in all branches would thus derive from such a connection must be apparent.— Locomotive manufactories started in Canada have, we believe, failed in every instance, owing to the expense of procuring the staples used in their manufacture; and their American neighbours have driven them out of their own markets. The New Brunswicker in turn, if these works are completed, can drive the American manufacturer out of Canada. By such means, the much-to-be-desired union of these Colonies will be most speedily and most successfully effected, and in whatever union takes place our City of St. John, from its position, must occupy the first rank.

Touching the increased value of property which Railroads effect, the statistics of Canadian cities present some wonderful facts. At the introduction of Railways into England this was particularly the case; rocks, moss and turf were all turned into gold. We have a striking example in the City of Portland, which, with all its Railroads, has not one tittle of our advantages, for they have not a great back feeding country like ours, to support them. In 1845, without Railways, the population of Portland was 16,000, in ten years it had increased to 27,000; in 1845 the foreign imports of Portland were \$45,000, in 1855 they were \$3,200,000; in 1845 the valuation of the City property was \$4,636,000, in 1855 it had reached the immense sum of \$20,000,000! A farmer in Illinois, writing a short time since of the introduction of Railways, says he had invested \$800 in a Railway, and if he never received one cent of it again, he was more than repaid in the advantages which this mode of communication afforded him.

While the advantages of direct communication with the United States are very great, still in a new country like this, where we are not able to construct Railways to benefit directly every portion of it, we must, while aiming at this, not lose sight of the greater necessity of opening up and securing the trade of our own country, with ultimate connection with Canada.

By the route proposed we should secure connection with our own upper country, Canada, and the United States, and then we are in a position to connect with that line, the project for which is now being revived, (and from what we have already learned, with every prospect of success,) having its ocean terminus at Halifax, or farther eastward, extending on to Quebec, and there joining the greater Railway which will ultimately be formed from the Atlantic to the Pacific.

Looking at our position with regard to Lower Canada, St. John must yet become the Winter seaport of that country, if we prepare for it: Portland has already taken from us a portion of this trade, and the geographical and political bearings of our Province with Canada render it necessary that this trade should not extend in that direction. The Canadians prefer an outlet through British territory, and surely, when it is so plainly for our benefit, we shall not hesitate to meet them. We shall then be within a day's travel of Quebec, the distance from St. John via the Douglas Valley being 385 miles—via Fredericton 395 miles, while from Portland to Quebec the distance is 453 miles.

We look forward to the early action of Great Britain in adopting as her own, the contemplated scheme for uniting the Eastern and Western Hemispheres, by the Atlantic and Pacific Railroad: the advantages to Britain of such a connection must appear to the most casual observer of her present and past difficulties in the East. It would give her, in controlling these difficulties, advantages which would far outweigh the first cost of such a road. An Ocean port near us, must be the Atlantic terminus, Vancouver's Island, the probable Pacific terminus, connecting there with the East Indies and China by powerful Steamers. Our connection with Canada will place us in a direct line with this great work, and St. John, in a few years, may thus rise to the position of the Liverpool of British America.

¶ To urge on our Country in this race, for the great prize of Commercial supremacy, should be a chief object of all engaged in business here. In no part of the world do business men work harder than we do. Comparing our hours and habits with those of the inhabitants of other parts of America or of Britain, we are overworked in a high degree. Early morn and late night find us in our counting-rooms and warehouses, and this increasing devotion to our own business begets a neglect or forgetfulness of public business, and we may find when it is too late that this intense business servility, which has caused us to lose sight of the greater claims of our Country, has also taken from us much of those public advantages which gave to us our private business.

Instead, too, of allowing political partizanship, or geographical accidents, to shade our eyes and dull our perceptions—instead of looking at a Government merely as the dispensers of patronage, to be torn asunder at every new appointment—let us assist in carrying into effect broad and statesmanlike views on these great questions of Railroads, Emigration, the settlement of our Wild Lands, Ocean Steam Navigation, Ocean Fisheries, Mines, our Agricultural and Manufacturing Power. This question of railroad exten-

sion should be especially removed beyond the pale of party strife. As the British Parliament treat of India, we should treat of Railways; this should be viewed as a great question, affecting the chief interests of our Country; thus by a union of all, for the good of all, we can easily overcome difficulties which now appear insurmountable.

Instead of arraying sectional interests, one against the other,—the North against the South, and the East against the West,—let us unite on our common Country and make it what it ought, and will be, the free prosperous Province of New-Brunswick, whose hardy sons will earn for themselves, in their own Country, that wealth and prosperity which they seldom fail to secure when they go to those lands where there is scope for their enterprise and payment for their labour: and thus instead of seeing, as we have too often seen, our working men leaving us for the Far West, we shall have them pushing on in their own land those works of enterprise, in which they never fail to take the lead abroad, and be blessed with that health which is too often lost in the ague swamps of the Far West, or amid the arid plains of the farther East.

In treating of this subject we have only taken the commercial view of it, and in this aspect we of course include improved Postal arrangements. The advantages of Railways to our country in time of war has not been alluded to. Long, long may it be before we require to look at it in this light; the closer we are brought to our American neighbours—the more we mix together—the less will our political antagonism manifest itself. In this age of Utilitarianism the Locomotive is the greatest pacificator, the spirit of Commerce is stronger than the demon of War: and the more we are connected with our neighbours by iron bands, the less shall we be disposed to break the connection with iron balls.

The following letter, from J. G. G. Layton, Esq., a merchant of our city, is annexed in further corroboration of the statements relative to the agricultural capabilities of New Brunswick. No one has had a better opportunity for forming a correct judgment on this point than Mr. Layton, he having been, for many years, a practical farmer and President of the Kent Agricultural Society:—

SAINT JOHN, July 5th, 1858

J. BOYD, Esq.—DEAR SIR:—I with pleasure comply with your request to furnish you with the result of my experience of farming in New Brunswick. From my first arrival in this Province, twenty-two years ago, up to within the last four years, I have been always more or less engaged in that pursuit, and now regret having been allured therefrom by the *apparently* more prosperous condition of the mercantile classes.

I have travelled in the United States, from Maine to Maryland south, and through Ohio to Kentucky west, always with an agricultural eye, and I have come to the conclusion (oft repeated) that were I again to go

to farming, I should seek a locality in New Brunswick, always keeping in view the necessity of being near River or Railway transit.

My reasons for preferring New Brunswick to any part of the United States, through which I have travelled, are many,—that in New Brunswick I should be living under the most free and the lightest taxed Government in the world. For a native of the British Isles the climate is more suitable than any part of the United States, and the system of agriculture *required* is identical with that of Scotland, although the system generally *practised* is identical with that practised in Scotland fifty years ago; while the system necessary to success in the United States is so far contrary to the ideas of an inhabitant of the British Isles, that it takes him years of expenditure of time and money before he can make up his mind to adopt it.

Under the present system of agriculture generally practised the Oat is really the staple grain of the country: it grows well, is a sure crop, and yields as abundantly as in the British Isles. The Oat is worth as much here per bushel, or nearly so, as wheat is per bushel in the western States; at the present time one barrel of oatmeal will buy one and a third barrels of American superfine flour. The produce in bushels per acre may be safely set down at double that of an acre of wheat in the western States; that consequently oat farming is more profitable in this country than wheat farming is there. Precisely the same remarks apply to barley culture, a crop which was never known to fail of returning a bountiful yield, when the land had been prepared with ordinary care.

Green crops, such as the turnip, (the delight of the British farmer) when cultivated with the same care as in the British Isles, yields equally well, while the climate of the United States generally is too dry and arid for that crop. The same remarks apply with equal force to the potatoe, excepting as regards the extreme northern and western States.

That this is a hay and pasture growing country will be evident to every practical person on seeing how the grass grows in spite of the bad farming, such for instance as growing several successive crops of oats and with the last scattering a few grains of grass seed.

I could enlarge much on this subject but the limited time at my disposal precludes the possibility of going further at present.

I am your's respectfully,

J. G. G. LAYTON

ng in

ited
uns-
axed
mate
n of
sys-
ifty
s is
at it
ake

t is
nd
ch
ern
d a
ber
be
is
ly
a

r)
ls
y
e
t.
o
l
s

